

# Memorandum

To: **Chairman and Commissioners**

Date: **September 12, 2000**

From: **Robert I. Remen**

**Book Item 2.1e  
Action**

Ref: **Project Approval for \$204,657 to the City of Folsom for the Folsom Parkway Regional Rail Trail and Bridge Project**

**Issue:** Should the Commission approve the City of Folsom's application to use \$204,657 in Proposition 116 Competitive Bicycle Program (PUC 99650) funds to construct a bicycle/pedestrian bridge over Humbug-Willow Creek and construct a Class I bikeway between the new bridge and existing trails?

**Recommendation:** Commission staff has reviewed the City's application, as well as subsequent clarifications to the application and recommends that the Commission approve the attached resolution, which would grant approval of the City of Folsom's application for \$204,657 in Proposition 116 Competitive Bicycle Program funds to construct a bicycle/pedestrian bridge and a Class I bikeway between the new bridge and existing trails. Approval of this application will program all remaining funds currently available in PUC Section 99650.

**Background:** Proposition 116 Competitive Bicycle Program (PUC Section 99650) authorizes \$20,000,000 to fund a program of competitive grants to local agencies for capital outlay for bicycle improvement projects that improve safety and convenience for bicycle commuters.

By FY 1992-93 the Commission had programmed the total \$20 million authorized under Proposition 116 for the competitive bicycle program for 76 projects in 25 counties throughout the State. By 1998, the Competitive Bicycle Program experienced cost savings from several completed and two deleted projects in the amount of \$900,000. At that time the Commission decided to use Proposition 116 Competitive Bicycle funds on Transportation Enhancement Activities (TEA) bicycle projects that also met the Proposition 116 eligibility requirements. The Commission concluded that having another statewide competitive cycle for the small amounts of Proposition 116 funds becoming available due to cost savings and project deletion/failure was not cost effective. Further, the original Proposition 116 competitive bicycle priority stand-by list was no longer current and the top-ranked projects on the list were already funded through Proposition 116 or other sources. In 1998, two projects were funded through project savings from the Proposition 116 Competitive Bicycle Program. Subsequent to the programming of the projects, the City of Orinda, which received \$200,000 in Proposition 116 Competitive Bicycle Program funds, had already completed its TEA project, using TEA funds, and was no longer eligible for the Proposition 116 funds. In July 2000, the Proposition 116 Competitive Bicycle Program funds

previously programmed to the City of Orinda were deprogrammed and became available to other eligible projects.

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At the June 2000 Commission meeting the Commission approved two TEA projects for the City of Folsom through the Statewide Transportation Enhancement Activity Program. Subsequent to the June 2000 meeting, it was determined that one of the two City of Folsom projects is an eligible bicycle project under the Proposition 116 Competitive Bicycle Program guidelines and criteria.

Specifically, the City of Folsom's Parkway Regional Rail Trail and Bridge project will include installation of a bicycle/pedestrian bridge over Humbug-Willow Creek and construction of a Class I bikeway. The purpose of the bridge is to make a connection between the planned 11-mile Humbug-Willow Creek Regional bikeway system, the Folsom Parkway regional bikeway and the State Parks Regional Lake Natoma trail network. The bridge will be located just upstream from the existing Railroad Bridge that will carry the future light rail line into downtown Folsom. Making this connection provides a direct Class I bikeway connection between single family and multi-family homes on the south side of the creek with the future light rail station and downtown Folsom on the north side. The bikeway will be 10-feet wide with a 4-foot shoulder on one side and a one-foot shoulder on the other.

According to the City, based on the current conditions in the area the only alternative for cyclists and pedestrians is to cross Humbug-Willow Creek via Folsom Blvd., which in this area was recently widened from two to four lanes. The high speed and high volume of traffic along Folsom Blvd. deter most cyclists and pedestrians from attempting to share the road with automobiles. Additionally, light rail service is expected to start operating from Folsom to Sacramento within the next two years. Currently, the only bicycle/pedestrian access to the planned light rail station is from Folsom Blvd. The lack of a separated bikeway that provides a safer more direct access to the station creates a major barrier to encouraging people to choose their bikes as a commute alternative and severely limits commuter opportunities. The proposed project fills this need by providing a separated bikeway, which provides direct bicycle/pedestrian access to the new station without having to share the road with traffic. The project also provides a bikeway that is adjacent to and will provide a direct connection to several major employers that employ approximately 6,000 people. This project will also provide a connection to existing on-road (Class II) bikeways.

In summary, the approval of the attached resolution will authorize \$204,657 in Proposition 116 Competitive Bicycle Program funds (PUC Section 99650) for construction of a bicycle/pedestrian bridge over Humbug-Willow Creek and construction of a Class I bikeway between the new bridge and existing trails. The total project cost of \$327,390 is comprised of the following fund sources:

- \$204,657 in Proposition 116 Competitive Bicycle Program funds,
- \$ 39,000 in State DOT Minor B funds, and
- \$ 83,733 in local funds.

The Folsom Parkway Regional Rail Trail and Bridge project is expected to begin preliminary engineering and design in early October 2000, with some construction to begin, weather permitting, in November 2000. Project completion (open for use) is expected by June 2001.

## CALIFORNIA TRANSPORTATION COMMISSION

### Commission Project Application Approval Proposition 116 Competitive Bicycle Program

#### Folsom Parkway Regional Rail Trail and Bridge Project City of Folsom

#### Resolution #PA-00-

- 1.1 WHEREAS, in June 1990 the voters approved Proposition 116, the Clean Air and Transportation Improvement Act, a bond act for \$1.99 billion for bicycle, rail and mass transportation purposes; and
- 1.2 WHEREAS, the California Transportation Commission is designated in Proposition 116 to oversee the five grant programs over the 20-year term of the Proposition; and
- 1.3 WHEREAS, Proposition 116 calls for the California Transportation Commission to establish an application process and to develop and adopt guidelines to implement those programs; and
- 1.4 WHEREAS, Proposition 116 establishes as a purpose of the application process that it "facilitate implementation of improved cost-effective transit service to the maximum number of Californians and to prevent the funds provided for by this part from being spent on needlessly costly features"; and
- 1.5 WHEREAS, Proposition 116 requires applications to specify full and complete capital plans, financial plans, and operating plans, including schedules and funding sources; and
- 1.6 WHEREAS, in August 1992, the Commission adopted the Bicycle Program Guidelines #G-91-4 for the Proposition 116 Competitive Bicycle Program; and
- 1.7 WHEREAS, PUC Section 99650 specifies that \$20 million shall be allocated to fund a program of competitive grants to local agencies for capital outlay for bicycle improvement projects that improve safety and convenience for bicycle commuters; and
- 1.8 WHEREAS, the Commission received 112 bicycle project applications for FY 1991-92 and 181 bicycle project applications for FY 1992-93; and
- 1.9 WHEREAS, the California Department of Transportation, in consultation with Commission staff, reviewed all Proposition 116 Bicycle Program applications and recommended Commission approval of 70 applications requesting a total of \$20 million in Proposition 116 Competitive Bicycle Program funds; and

- 1.10 WHEREAS, on February 19, 1992, the Commission approved Resolution PA-92-05 (as amended by Resolution PA-95-12), which approved \$9,206,821 for 36 projects; and
- 1.11 WHEREAS, on July 8, 1993, the Commission approved Resolution PA-93-28 (which was subsequently replaced by Resolution PA-95-01 on January 19, 1995), which approved \$10,793,179 for 34 projects; and
- 1.12 WHEREAS, Resolution PA-93-28 (as replaced by PA-95-01, and subsequently amended) established a standby list for future funding of FY 1992-93 bicycle projects, consistent with the level of funding that may become available from reprogramming funds previously approved for FY 1991-92 and FY 1992-93 bicycle projects; and
- 1.13 WHEREAS, in 1998 the previously approved standby list was determined by the Commission to be no longer current and that the top-ranked projects on the list were already funded through other sources; and
- 1.14 WHEREAS, in 1998, the Commission concluded that having another statewide competitive cycle for the small amounts of Proposition 116 Competitive Bicycle Program funds becoming available, authorized the use of Bicycle Program funds on Transportation Enhancement Activity bicycle projects that also met the Proposition 116 eligibility requirements; and
- 1.15 WHEREAS, in June 2000, the City of Folsom was approved for an eligible bicycle project through the Statewide Transportation Enhancement Activities Program (a competitive program); and
- 1.16 WHEREAS, in July 2000, \$204,657 in Proposition 116 Competitive Bicycle Program funds became available due to a project deletion and cost savings; and
- 1.17 WHEREAS, the March 2000, Transportation Enhancement Activities application from the City of Folsom, including all supplemental information, has been reviewed by Commission staff, and appears to meet all the basic requirements as specified in Proposition 116 Competitive Bicycle Program and the Commission's policies and guidelines.
- 2.1 BE IT THEREFORE RESOLVED, that the Commission hereby approves the Proposition 116 Competitive Bicycle Program application from the City of Folsom for construction of the Folsom Parkway Rail Trail and Bridge project for \$204,657; and
- 2.2 BE IT FURTHER RESOLVED, that a Proposition 116 project approval by the Commission reserves the State funding within the Program, and allows project development work to be undertaken by the applicant agency, which will be subject to state reimbursement pursuant to the Commission's "Guidelines for Allocating, Monitoring, and Auditing Funds for Local Assistance Projects" and subsequent fund transfer agreement.